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THE ARIZONA SILVER BELT.

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Globe, A. T., April 11, 1887, ap 11-17

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THE SONG OF THE CZAR.

In a coat of mail, with an iron tail,
I sit in my bomb-proof palace,
With a steel-ribbed hat and a copper cravat
I'm joyous, happy and careless;
With asbestos hose and brass under clo'es
I defy the Nihilist shooter;
Oh, I never shrink, in my jacket of zinc,
And my vest of copper and pewter.
I sing merry tunes in my steel pantaloons
So gay and so free from all dread,
No harm can reach me, I'm happy and free,
With my powder-proof hat on my head.
—Tid Bits.

Re-opening of the Maxwell Land Grant Case Denied.

In the case of the United States, appellant, against the Maxwell Land Grant Company, appeal from the U. S. District Court for the District of Colorado—a petition for the rehearing of the Maxwell land grant case, recently decided by this court—in a long opinion by Justice Miller reviewing the grounds upon which a rehearing is asked for, the United States Supreme Court denies the petition. The Court has considered, Mr. Justice Miller says, all the points suggested in the petition with the utmost care. The Court was thoroughly impressed with the importance of the case, not only as regarded the extent of the grant and its value, but also on account of its involving principles which will become precedents in cases of similar nature now rapidly increasing in number. It was, therefore, given a most careful examination, and this petition for a rehearing has had a similar attentive consideration. The result is that the Court is entirely satisfied that the grant, as confirmed by the action of Congress, is a valid grant, that the survey and patent issued upon it, as well as the original grant by Armitage are entirely free from any fraud on the part of the grantees or those claiming under them, and that the decision could be no other than that which the learned judge of the Circuit Court below made and which the Court affirmed. The petition for a rehearing is, therefore, denied.

The First Steam Press.

The riot which was threatened when the steam press was put in operation, but which was averted by Mr. Walter, is remembered. The pressman had threatened to "blow the press" and his machine, and their danger in their attitude. Dr. Smiles gives the following account of the way in which the proprietor of the London Times overcame the opposition: "At length the day arrived when the first newspaper steam press was ready for use. The pressmen were in a state of great excitement, for they knew by rumor that a machine of which they had so long been apprehensive was fast approaching completion. One night they were told to wait in the press-room, as important news was expected from abroad. At 6 o'clock in the morning of the 29th of November, 1814, Mr. Walter, who had been watching the working of the machine all through the night, suddenly appeared among the pressmen and announced that the Times is already printed by steam! Knowing that the pressmen had vowed vengeance against the inventor and his invention, and that they had threatened destruction to him and his traps, he informed them if they attempted violence there was a force ready to suppress it; but that if they were peaceable their wages should be continued to every one of them until they should obtain similar employment. This proved satisfactory so far, and he proceeded to distribute several copies of the newspaper amongst them—the first newspaper printed by steam! After that there was no disturbance or destruction.

The great increase in the weight of the locomotives which have recently been put upon railroads for hauling freight trains, requires firmer roadbeds, heavier rails and much more substantial bridges than those heretofore constructed when lighter locomotives were used. It is said that the iron and steel bridges on the Pennsylvania railroad built several years ago prove to be too flimsy for the 60 ton freight-haulers recently put on—118,000-pound engines—and new structures of stone or heavy steel are replacing all others so far as practicable.

Russia is not in as hard lines financially as her enemies would like. She lately asked a loan of \$15,000,000 to dig canals, and had some difficulty in getting it in the money centers of southern Europe. Subsequently she asked a loan of \$30,000,000 to be taken by her people, and to the consternation of Europe, in a few days was offered by Russians alone \$1,200,000,000, and increased the loan to \$60,000,000, leaving \$1,140,000,000 untouched! This has appalled the powers who oppose Russia's policy of Territorial extension—Optic.

The Moon and the Weather.

[From the Chicago News.]

Adam Forepaugh sat on a nail-keg on the elevated seats. "Chicago?" said he; "why Chicago is the greatest show town in the world—and then the moon; why, we've got another week of the moon before the change." "What's that got to do with it?" the reporter asked. "A good deal," he answered. "It's a dry moon. Whenever you see a moon like on its back it never rains." The above conversation took place last Sunday afternoon, and within thirty-six hours thereafter the first rain in several weeks was falling.

Of all surviving pseudo-superstitions that of the influence of the moon on the weather dies the hardest, and the belief that the so-called "changes" of the moon are accompanied or followed by changes in the condition of the terrestrial atmosphere is still to be found among a very large number of otherwise educated and enlightened people. A recent writer in the English Mechanic has examined the grounds of this belief and attributes it to the weather predictions in the almanacs of the early part of the century.

As to the moon "changing," one would imagine, to hear the majority of people talk, that a "change" of the moon is in some sense cognate with a conjuring trick, in which the performer, after showing that he has nothing in his hand, instantaneously produces an egg, an orange, or a ball from it. Now nothing could well be further from the truth than this, the fact being that the moon is always "changing"—01 second before conjunction she is waning, 01 second after it she is waxing, and so throughout her monthly path. When her (celestial) longitude is identical with that of the sun she is said in the almanacs to be "new"; when such longitude differs 90 degs. from the sun's toward the east she is in her "first quarter"; when they are separated by 90 degs. the moon is "full"; and when she has traveled to that point in her orbit in which she is 90 degs. to the west of the sun she is said to be in her "last quarter"; in each case it being assumed that she is viewed from the earth's center. The use of the word "change," then, in connection with her position in these four points of her orbit, is a solecism, pure and simple.

"But," people are heard to say, "at moon influences the tides, why should it not affect the atmosphere too?" To which the immediately obvious reply is that the tides are a semi-diurnal phenomenon, so that, on this principle, the weather ought to change twice a day also—a conclusion too absurd to be entertained. Nevertheless, the moon does influence the atmosphere by causing the production in it of tides so minute as, under ordinary circumstances, to be masked by other fluctuations. The existence of these atmospheric tides was first definitely established by the observations of the late Prof. Daniell, but if these minute tides influenced the weather in the slightest degree, it must change twice a day—a supposition too ridiculous to merit a notice.

The "moon on her back" as a weather sign would appear to be a good deal like the old woman's indigo test—if the dye was pure, "would either sink or swim, she remembered which." Mr. Forepaugh says it's a "dry moon," but in many parts of the country, and uniformly in England, the belief prevails that when the young moon is "lying on her back"—in other words, when the line joining her cusps is nearly or quite parallel to the horizon, she is "holding water," and rain will certainly follow. How either belief arose it would be idle to speculate, but the explanation of the phenomenon itself is sufficiently simple. In the outset the moon is never more than 5 degs. either to the north or south of the ecliptic, or apparent annual path of the sun through the heavens. Now the line joining her cusps (the sharp points of her crescent) is always square to a great circle passing through the sun and moon. Two minutes' study of a celestial globe will show how variable is the inclination of the ecliptic to the horizon, and consequently that of the line joining the cusps of the moon also.

Finally, the most elaborate comparisons of meteorological records made in France and in England (where the Greenwich observations for forty years were carefully collated with the moon's phases during that period) have sufficed to show that no connection whatever exists between them. The solitary observable effect of the moon upon our atmosphere was exhibited by Sir John Herschel to be the inclination of the tendency to disappearance of cloud under the full moon, and this he attributed to the heat radiated from her surface.

Civilization of Indians a Hopeless Task.

I have lived in the Indian Territory for a number of years, said Geo. N. Wilson to a Globe-Democrat representative, and have carefully watched the condition of the Indians, both of the wild and civilized tribes, and must say that I can not see the smallest signs of advance or improvement in their condition. I have heard on all sides when in the East the condition of the Creeks, Cherokees and Choctaws quoted as an instance of what the wild tribes are capable of when placed in proper environment, and surrounded by civilizing influences. This argument is specious, and one calculated to deceive those unfamiliar with the subject. When the facts of the case are clearly stated, the fallacy of this argument is at once apparent. The Indians of Georgia and Alabama never were nomadic, always lived in villages, and raised crops. To-day they are exactly the same Indians they were when they left their homes. They have not made one step in advance, and show not the smallest sign of ever attaining any higher degree of civilization than they now possess. Although on a higher plane, they are as immovably fixed in their present condition as the plains and mountain tribes, and instead of furnishing evidence of the susceptibility to civilization of the Indians, are cited as proof to the direct contrary. As far as advancement is concerned, the Indians are hopeless, and those well-meaning but misguided philanthropists who are endeavoring to make white men of them are utterly wasting much valuable time and energy.

Ingersoll on Prohibition.

[From the Galveston News.]
A young gentleman of this city who has the prohibition question very much at heart, and who has been a diligent peruser of editorials upon the subject, recently wrote to Col. Robert G. Ingersoll, desiring to know if the latter actually advocated prohibition, inasmuch as the latter a newspaper article to that effect. To this query the following epigrammatic and characteristic answer was received from the eminent orator:

WASHINGTON, May 19.—My Dear Young Friend: I was never a prohibitionist—never have believed in sumptuary legislation, but have always advocated the greatest individual liberty. The editor is mistaken. The trouble with prohibition is that it fills the country with spies—makes neighbors suspicious of each other—fills the community with meddlers—with people who poke their impudent noses into the business of others. Besides, prohibition does not prohibit—it does not even prohibit the prohibitionists.
Yours truly,
R. G. INGERSOLL.

The Range.

(El Paso Inter-Republica.)
"Too much rain is reported on the ranges in Colorado.

Favorable reports come from the Panhandle. The cattle are said to be in good shape thereabouts. Sellers of Texas and New Mexico two-year-olds are holding at prices ranging from \$14 to \$16 to be delivered in Colorado.

Both land and cattle in northern Mexico are looking fine. Prices are also better than formerly and altogether the outlook is extremely good. A herd of cattle on the Panhandle, (the number not stated) has been transferred in consideration of \$30,000, the seller to take them back a year hence at the rate of \$3 more per head than the rate he sold them for, on the presumption the herd still consists of the same number, neither losses nor increase to count.

It Beats the Devil.

Just because we closed down the Advance for two weeks, in order to obtain a little fresh air, "sheel" popped. A tramp was run over by the S. P. railroad, and his remains were removed on chunks. A crank attempted to shoot Mrs. McGrath, laboring under the hallucination that the villain was still pursuing him; Mr. Weaver ran abruptly against Colonel McWhirt's fist, knocking his nose out in one round; a drunken Mexican shot up the town and it took the entire population to subdue him; a big earthquake shook up the Territory, including the Silver City Enterprise; and last, though not least, Bill Jones resigned the superintendency of the narrow gauge railroad. No, it won't do to shut down the Advance.—Lordsburg Advance.

The steel armor-plated turret ship Sansparilla, just launched at Blackwell, is the largest ironclad ever launched in England. She is to carry two 100-ton guns besides a powerful subsidiary armament, and will be capable of a speed of seventeen knots.

At the fashionable ball dress marks the man; the want of it the woman.

Gifts to the Pope.

[Rome Correspondence of Boston Pilot.]
The gifts to Leo XIII. sent, or about to be sent, on the occasion of his jubilee, are of great interest and come from every country. The ring already presented from the Sultan of Turkey is estimated at \$50,000. The Empress of China has announced her intention of sending a jewel of great value. Victoria of England will send a copy of the Latin Vulgate, richly bound. The diocese of Lyons will send a chasuble embroidered in gold and silk on a white ground with the arms of the city of Lyons and those of the Pope, accompanied by the apocalyptic words: "Ecce venit Leo de tribu Juda." The diocese of Lyons will send a statue of St. Bernard, and the diocese of Puy one of Notre Dame de France, with a lace alb of special richness. Soissons, celebrated for the manufacture of mirrors, will send a specimen of its workmanship, Rouen an alb of Alencon lace, and Beauvais a choice piece of tapestry, Rheims will offer a splendid carpet wrought by society ladies; Tours, Nimes, Bordeaux, Amiens, Cambrai, Besancon, etc., will all send specimens of their special productions. Tarbes will offer a petite artistic reproduction of the grotto of Lourdes, and the Holy-ghost Society of Paris, a masterpiece of French printing. The religious of the abbey of Notre Dame de Alerins have undertaken the production, in one volume, of the Magnificat in 150 languages, each page being framed in colors and having splendid illustrations. Col. Charette has called upon the pontifical zouaves in all countries to be represented in the Vatican on this occasion. The City of Paris has decided to give, as its principal offering, a magnificent tiara formed of gold and silver adorned with sapphires and other precious stones, all in the most artistic manner wrought from the designs and under the direction of Froment Meurice. Naples proposes to present his Holiness with a golden throne. The 2750 parishes of Belgium will each offer a special gift, independently of the gifts sent by dioceses, schools, circles, colleges, etc. The German Catholics will send a collection of all the scientific and literary works published in the German language during the pontificate of Leo XIII. It is calculated that this collection will consist of 20,000 elegantly bound volumes, constituting a special library in itself, and accompanied by an elaborate catalogue. Among other works to be sent by Holland is an altar in various colored woods. Students in seminaries are contributing for the erection of a monument to St. Thomas Aquinas. Eight nations have asked that gifts to the Pope should be allowed to pass the Italian Custom houses duty free. This has been granted. The French embassy has brought to the Vatican the cases containing the objects of art sent by President Grevy. This gift consists of a splendid work of art in the national Sevres manufactory. The vase, which is called "the Vase of Nimes," is in white porcelain, marbled with a beautiful grain, with ornaments in red flowers of extremely delicate tints. The whole rests upon a base of gilded bronze. Besides this, there is an inkstand, very artistically wrought in sea-blue Sevres, with gold ornaments most tastefully designed, and surmounted by a figure of Minerva—a special homage from the President of the French republic to the wise pontiff whose pen has traced the noble ensign of France, "Nobilitas Gallorum gens."

"You have been looking at the moon over the right shoulder." Sometimes said of a person who has had a peculiar stroke of luck. Most of the superstitions about the moon come to us from old English, Scottish and Irish sources. In Devonshire, England, it is lucky to see the new moon over the right shoulder, but to see it straight before is good fortune to the end of the month. In Renfrewshire, if a man's house be burned during the waning of the moon it is unlucky, but if the moon is waxing it is lucky. To have money, particularly gold or silver, in your pocket at that time is a token of good fortune, but to be without it is a very bad omen. In Orkney it is considered very unlucky to flit or move from one place to another during the waning of the moon. Old people in some parts of Argyllshire are wont to invoke the Divine blessing on the moon, after the monthly change. The Gaelic word for fortune is derived from that denoting full moon, and a marriage or birth occurring at that period is believed to augur prosperity.

Wife (observing her husband's distressed look)—What's the matter dear? Do you smell anything disagreeable? Husband—No; I've just been looking over this scrap-book of yours! Puck.

Tunneling the Great Divide.

[From the Locomotive Engineer's Journal.]
In the project for the tunneling the "Great Divide," or the Rocky Mountains, the point proposed to be tunneled is under Gray's Peak, which rises no less than 14,441 feet above the level of the sea. At 4,441 feet below the peak, by tunneling from east to west for 25,000 feet direct, communication would be opened between the valleys of the Atlantic slope and those of the Pacific side. This would shorten the distance between Denver, in Colorado, and Salt Lake City, in Utah, and consequently the distance between the Missouri river, say at St. Louis, and San Francisco nearly 300 miles, and there would be little more required in the way of ascending or descending or tunneling mountains. Part of the work has already been accomplished. The country from Missouri to the foot of the Rockies rises gradually in rolling prairie, till an elevation is reached of 5,200 feet above the sea level. The Rockies themselves rise at various places to a height exceeding 11,000 feet. Of the twenty most famous passes, only seven are below 10,000, while five are upward of 12,000 feet, and one, the Argentine, is 13,000 feet. Of the seventy-three important towns in Colorado, only twelve are below 5,000 feet, ten are over 10,000 feet, and one is 14,000 feet. Passes at such a height are, of course, a barrier to ordinary traffic, and the railways from the Atlantic to the Pacific have in consequence made detours of hundreds of miles, leaving rich plains lying on the western slopes of the great snowy range practically cut off from Denver and the markets of the East. The point from which it is proposed to tunnel is sixty miles due west from Denver, and although one of the highest peaks, it is by far the narrowest in the great backbone of the American continent.

Herr Falb, the German earthquake prophet, has just published a work on planetary revolutions which is receiving considerable attention. He develops the theory that the earth, like all the planets in the solar system, is slowly but surely drawing nearer to the sun, and that in the course of time a collision is inevitable. Meanwhile the moon is working out its natural destiny and is approaching the earth at the alarming rate of ninety feet per century. As it nears us the tides will gradually change, the sea will invade the land, climates will change, and the final collision will snuff the candle. The same fate, sooner or later, awaits the other planets, until at last the sun itself shall be extinguished. "Twenty such solar extinctions have been observed by astronomers already," remarks the author.—Ysleta Report.

Queen Victoria went through the famous little bit of London known as the "City" Saturday, for the first time in many years. That district is exceedingly old-fashioned in politics as in everything else, and the Tory enthusiasm evoked was consequently remarkable. It seems a little strange that the Queen of England should pass years at a stretch without visiting the financial and commercial heart of the United Kingdom, and, indeed, of the world, but think of President Cleveland, who has never seen the Mississippi valley, the South, or the Pacific slope, and now, after two years in the White House, shows no anxiety to visit either section.—Las Vegas Optic.

A possible cause of earthquake in Europe has been suggested to the French Academy of Sciences by M. A. Blavier, who associates the great disturbances of 1755, 1884 and 1887 with abnormal accumulations of ice about the North Pole. He supposes such accumulations to have caused a deflection of the Gulf stream away from Europe, producing great climatic changes and a slight disturbance of equilibrium in the sea-bottom, followed by a possible local fracture along the line of least resistance. Evidence of the in-rush of cold oceanic waters is furnished by the disappearance of sardines from the west coast of Europe during the years in question.

A commission representing the street railways of Washington, D. C., after making a thorough and exhaustive examination of the various modes and appliances for the propulsion of street cars, have unanimously reported in favor of the cable, declaring it the road of the future, and the electric motor a complete failure. The commission examined all the roads now in operation, electrical and cable, and in their report say the St. Louis cable road is cheaper than the Cincinnati system; Kansas City cable roads, owing to liberal plant and enterprise, foreshadow complete success; in Chicago the cable lines give general satisfaction, while in San Francisco the cable was found in its perfection.—Las Vegas Optic.